

Application of Criteria for a Project of Air Quality Concern Project Title:

City of Mountain View Complete Street and Road Diet—Castro Street between El Camino Real (State Route 82) and Miramonte Avenue

Description:

- The project will reduce vehicular traffic lanes from four to two, add bike lanes in both directions, construct bulb-outs and high visibility cross-walks with in-roadway warning lights, and make other improvements to reduce traffic speed and encourage biking and walking to school.
- The project will improve bicycle and pedestrian safety. By improving bicycle and pedestrian safety it is expected more students will bike or walk to school and reduce vehicle traffic congestion and greenhouse gas emissions.
- The ADT for this segment of Castro Street is 6,800 vehicles with peak volumes occurring during morning and afternoon commute times that coincide with opening and closing bells at Graham Middle School, located at about the mid-point of the project area.
- Based on traffic volume along this residential collector street, the LOS is A for this segment of Castro Street. The number of truck trips and percentage are unknown, but minimal, with most being two axle trucks making local deliveries.

Background:

- It is anticipated the NEPA project documentation would be limited to a Categorical Exemption.
- Seeking air quality conformity determination on or before December 5, 2013.

Not a Project of Air Quality Concern (40 CFR 93.123(b)(1):

- (i) **New or expanded highway project with significant number/increase in diesel vehicles?**
N/A
- (ii) **Affects intersections at LOS D, E, or F with a significant number of diesel vehicles?**
N/A
- (iii) **New bus and rail terminals and transfer points?**
N/A
- (iv) **Expanded bus and rail terminals and transfer points?**
N/A
- (v) **Affects areas identified in PM10 or PM2.5 implementation plan as site of violation?**
N/A

RTIP ID# *(required)* 240747

TIP ID# *(required)* SCL130015

Air Quality Conformity Task Force Consideration Date

December 5, 2013

Project Description *(clearly describe project)*

The project is a Complete Streets road diet for a segment of Castro Street, between El Camino Real and Miramonte Avenue in the City of Mountain View. Castro Street is a residential commercial arterial connecting downtown and El Camino Real with the residential neighborhoods south of El Camino Real and its intersection with Miramonte Avenue further south. This segment of Castro Street runs in front of Graham Middle School and is heavily used by vehicles and students walking and biking to school. The project would reduce vehicular traffic lanes from four to two, add bike lanes in both directions, construct bulb-outs and high visibility cross-walks with in-roadway warning lights, and make other improvements to reduce traffic speed and encourage biking and walking to school. The ADT for this segment of Castro Street is 6,800 vehicles with peak volumes occurring during morning and afternoon commute times that coincide with opening and closing bells at Graham Middle School, located at about the mid-point of the project area. The vast majority of the vehicles transiting the project area are family passenger vehicles.

Type of Project:

Complete Streets road diet

County

Santa Clara

Narrative Location/Route & Postmiles

Castro Street from El Camino Real south approximately 2,000' to Miramonte Avenue.

Lead Agency:

Contact Person
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City Traffic Engineer

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Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

<i>Categorical Exclusion (NEPA)</i>	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	<input checked="" type="checkbox"/> <i>Other</i>
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Scheduled Date of Federal Action: May 2015

NEPA Delegation – Project Type *(check appropriate box)*

<input checked="" type="checkbox"/> <i>Exempt</i>	Section 6004 – Categorical Exemption	Section 6005 – Non-Categorical Exemption
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Current Programming Dates *(as appropriate)*

	PE/Environmental	ENG	ROW	CON
Start	October 2013	June 2012	N/A	May 2015
End	October 2014	May 2015	N/A	September 2015

Project Purpose and Need (Summary): *(please be brief)*

The project will improve pedestrian and bicycle safety on Castro Street between El Camino Real and Miramonte Avenue (a distance of approximately 2000') and change the character of the street to a complete street by reducing vehicle lanes from four to two, adding bicycle lanes in each direction, and install other safety and traffic calming features.

Surrounding Land Use/Traffic Generators (especially effect on diesel traffic)

The project segment of Castro Street connects the residential neighborhoods south of El Camino Real with the commercial corridors of El Camino real and downtown Mountain View. The major traffic generator is Graham Middle School, particular during morning and afternoon drop-off times.

Brief summary of assumptions and methodology used for conducting analysis

Vehicle/pedestrian accident reports, speed and volume surveys, field observations, neighborhood meetings and adjacent school support were all considered in the analysis.

Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The project area is primarily a residential neighborhood with the major traffic generator being Graham Middle School, particularly during open and closing bells. Based on traffic volume along this residential collector street, the LOS is A for this segment of Castro Street for both Build and No Build. The ADT is 6,800 vehicles for both Build and No Build. The number of truck trips is approximately 0.5% of ADT, or about 34 daily truck trips, with most being two axle trucks making local deliveries to residences and Graham Middle School. Most truck traffic in the immediate vicinity of the project area is along El Camino Real (State Route 82), which runs perpendicular to Castro Street at the very north end of the project area. This project is not expected to change local traffic patterns.

RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

The City of Mountain View 2030 General Plan anticipates AADT to be 13,800 vehicles in the year 2030 for both Build and No Build. The number of truck trips is expected to remain 0.5% of ADT, or about 69 daily truck trips, in the Horizon Year, with most being two axle trucks making local deliveries to residences and Graham Middle School. Most truck traffic in the immediate vicinity of the project area is along El Camino Real (State Route 82), which runs perpendicular to Castro Street at the very north end of the project area. This project is not expected to change local traffic patterns. The increase in AADT is expected to come from additional development along the El Camino Real corridor, with little change in use occurring within that segment of Castro Street that defines the project area. The LOS is expected to remain A. The project objective is to promote student biking and walking to school by providing a safer environment and to reduce the numbers of parent-driven trips for student drop-of and pick-up. AADT, Horizon Year Truck AADT and LOS are expected to be no more than Opening Year counts for both Build and No Build scenarios.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Project is not an interchange or intersection.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Project is not an interchange or intersection.

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

Project is not a bus, rail or intermodal facility/terminal/transfer point.

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

Project is not a bus, rail or intermodal facility/terminal/transfer point.

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

During school drop-off and pick-up hours, traffic may use Miramonte Avenue to access El Camino Real. Other than those times, the traffic volumes are not high enough in the project segment to warrant redistribution. Miramonte Avenue is a four-lane arterial that runs north-south through the City.